

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM.

Notices to Consignees

unless intimation is received from the Consignees, before Noon To-morrow, the 18th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwritten.

Goods remaining unclaimed after SATURDAY, the 20th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Sole Agent.

Hongkong, May 14, 1876.

Price: 10/-
KELLY & CO.
"CHINA MAIL" OFFICE

FROM 11 A.M. TO 5 P.M.
A. FARAUDÓ,
Consul for Spain.
Hongkong, May 12, 1976. myk

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A. FARAUDÓ,
Consul for Spain.
Hongkong, May 12, 1976. myk

A H KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zetland Street, No. 2, opening into Queen's Road, next to the COMPTEUR D'ESCOMPT DE PARIS; where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE necessary for completely Furnishing a Gentleman's Residence.

Also, CHINESE and JAPANESE CURIOS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.

Hongkong, May 11, 1879.

Intimations.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.
Breadth do., 92
Depth of Water, Springs, 24
do., Neaps, 21

The following Rates will be charged until further notice:—

Recooping, including Dockage, Shorting, Labor, Felt, Pitch, Tar and Oakum, 80 cents per Ton Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to
W. B. SPRAAT & Co.,
9, Praya East.

Hongkong, April 20, 1876.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the VICTORIA RECREATION CLUB will be held in the GYMNASIUM on TUESDAY Next, the 23rd Instant, at Half-past Five o'clock p.m.

By Order,
EDWARD BEART,
Secretary.

Hongkong, May 19, 1876.

To-day's Advertisements.

WANTED TO PURCHASE.

ABOUT 300 Barrels Best PORTLAND CEMENT, either "Knight Behrend and Sturgis" or "East."

Apply to
MELCHERS & Co.
Hongkong, May 22, 1876.



STEAM FOR
Singapore, Penang, Port de Galie,
Aden, Suva, Malte, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;

Also,
Bombay, Madras Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **LOMBARD**, Captain GILSON, with *Her Majesty's* Mail, Passengers, Species, and Cargo, will leave for the above places, on SATURDAY, the 3rd June, at Noon.

CARGO will be received on board until 5 p.m.; SPECIES and PARCELS at the Office until 2 p.m. on the 2nd June.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES.

ARE REQUIRED.
A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. McIVER, Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, May 22, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALMA, German barque, Capt. Lehmeier.
—Melchers & Co.

LUZZIE, British barque, Captain John Ingham. —Broadbent, Anthony & Co.

TARTAN, German brig, Capt. Kaemena. —Melchers & Co.

OTAGO, British barque, Capt. Snadden. —Phoenicia, German barque, Captain Matzen. —Wm. Pustau & Co.

MARGARITA, British ship, Capt. Owens. —Vogel, Hagedorn & Co.

HOPS, British barque, Captain Bonilton. —Gibb, Livingston & Co.

COMET, American ship, Captain William M. Bray.

WILLIAM MANSON, British barque, Capt. G. King. —Adamson, Bell & Co.

BRUNNEN, British ship, Captain J. Brannhaite.

WODAN, German barque, Capt. Meyer. —Wm. Pustau & Co.

VINDY, British barque, Captain John Parkhouse.

RHODOS, British barque, Capt. Tinniss. —Arnhold, Karberg & Co.

ZODIAC, British barque, Captain Geo. Scarlett. —Gillman & Co.

TAVISTOCK, British ship, Captain James Clark.

JOACHIM CHRISTIAN, German barque, Captain H. O. Reimer. —Wm. Pustau & Co.

GRAND, British steamer, Captain J. Corrigan. —Jardine, Matheson & Co.

WILLIAM MURPHY, American barque, Captain J. B. Dickey. —Jardine, Matheson & Co.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

SIGNORA COPPA'S ITALIAN OPERATIC TROUPE, arrived from MANILA this morning, will have the honor of giving Two Entertainments, the first to take place at the above Theatre, **To-morrow Evening, the 23rd Instant.**

PROGRAMME:

1. ROMANCE.—"Non i Veri"—Matti. —SIGNOR ROSSI.
2. ROMANCE FAVORITA.—"Spirto Gentil," Donizetti.—SIGNOR NERI.
3. SERENADE.—"Blanca Colomba," —Boccolini.—SIGNORA COPPA.
4. SCENA E DUO FROM LUCIA DI LAMMERMOOR.—Donizetti.—SIGNORI NERI and ROSSI.

Doors Open at 8, and Performance to Commence at 9 o'clock.
PRICE OF ADMISSION:—Dress Circle and Stalls, 2s; Back Seats, 1s.
Tickets may be had, and Seats secured at Messrs KAUS & Co.'s; also at the Door of the Theatre, on the night of Performance.
—Hongkong, May 22, 1876.

FOR SWATOW, AMOY & FOOCOW.

The Steamship **"DOUGLAS"** will be despatched for the above Ports on THURSDAY, the 25th Inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIE & Co.
Hongkong, May 22, 1876.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenfallach*, Captain Hogg, having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored by the Undersigned in their Godowns, whence and from the Wharf or Boats delivery may be obtained.
Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 2 p.m. To-day.
Cargo remaining undelivered after the 29th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countermanded by JARDINE, MATHESON & Co., Agents S. S. *Glenfallach*.
Hongkong, May 22, 1876.

CASTLE LINE OF STEAMERS.

GORDON CASTLE, FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr. A. Mc G. HEATON, whence delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-morrow.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 30th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countermanded by ADAMSON, BELL & Co., Agents.
Hongkong, May 22, 1876.

CONSIGNEES OF Cargo per above Steamer are hereby informed that their Goods are being landed and stored at their risk by and in the Godowns of the Undersigned, whence delivery may be obtained.

No Fire Insurance has been effected.
A. Mc G. HEATON, Agent.
Hongkong, May 22, 1876.

SAYLE & Co.

WE beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—
Satin Striped Poplins.
Figured Poplins.
Fancy and Plain Grenadines.
Black and Fancy Gauzes.
Fancy Silks. Black Silks.
Niagara Striped Muslins.
White Brillantes.

A lot of Lace Goods at less than half price.
Made-up Wrappers and Costumes.
Embroidered Skirts.
Ladies' and Children's Under-clothing.
Straw Hats and Bonnets.
Feathers and Flowers.
Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.,
VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

To-day's Advertisements.

FOR SHANGHAI.
The Steamship **"GLENFALLOCH"**, Captain Hogg, will leave for the above Port TO-MORROW, the 23rd Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, May 22, 1876.

FOR SHANGHAI.
The Steamship **"LARO"**, Captain Pinner, shortly expected from Singapore, will have quick dispatch as above.
For Freight or Passage, apply to
MEYER & Co., Agents.
Hongkong, May 22, 1876.

TENDERS to Supply the German Steamship **"MADAGASCAR"** with One New Foremast, Main Deck Awning, "Awning Curtains," Two casks Biscuits, each weighing Four Hundred Pounds.
Will be Received at the Office of the Undersigned until TO-MORROW, the 23rd Instant, at 4 p.m.
For particulars, apply to
SIEMSEN & Co., Agents,
or Captain TIMM, on Board.
Hongkong, May 22, 1876.

SHIPPING.

ARRIVALS.
May 20, *Lulu*, American 3-masted scho., 388, G. H. Ryan, Newchwang April 29, Beana.—WAL OXENSON.

May 20, *Amoy*, British steamer, 814, Dreyer, Shanghai May 17, General.—SIEMSEN & Co.

May 21, *American Lloyd's Amer. barque*, 510, Park, Dunedin (N.Z.), March 17, Fungus and Old Iron.—CAPTAIN.

May 21, *Pernambuco*, Brit. steamer, 643, Hyde, Saigon May 16, Rice.—MELCHERS & Co.

May 21, *Emma*, German barque, 340, Gran, Bangkok May 1, Rice.—Wm. Pustau & Co.

May 21, *Ariadne*, German corv., 1,380, Kuhne, Formosa May 19, General.—MELCHERS & Co.

May 21, *Vesta*, German barque, 892, Dirks, Newchwang May 6, Beana.—MELCHERS & Co.

May 22, *Madagascar*, German str., 884, Timm, Saigon May 16, Rice.—SIEMSEN & Co.

May 22, *Glenfallach*, Brit. steamer, 1,386, J. S. Hogg, London April 8, Gibraltar 14, Malta 18, Port Said 21, Suez 24, Point de Galle May 8, and Singapore 16, General.—JARDINE, MATHESON & Co.

May 22, *Emeralda*, British steamer, 395, E. Thebaud, Manila May 13, General.—A. Mc G. HEATON.

May 22, *Wahai*, British str., 202, Hunter, Haiphong May 14, and Hoihow 19, Gambier and General.—LANDSEER & Co.

May 22, *John Milton*, British ship, 618, Murphy, Newcastle (N.S.W.) March 26, Coal.—KUSNETZ & Co.

May 22, *Cytherea*, British steamer, 1280, Wood, Saigon May 13, Rice.—ADAMSON, BELL & Co.

May 23, *Gordon Castle*, British steamer, 1812, T. Jones, London April 8 via ports of call and Singapore May 13, General.—ADAMSON, BELL & Co.

May 23, *Vancouver*, from Canton.

DEPARTURES.
May 20, *Ocean*, for Canton.

21, *Yesso*, for Coast Ports.

21, *Pardo*, for Saigon.

21, *Louisa*, for Haiphong.

21, *Penedo*, for Swatow.

21, *Norma*, for Swatow.

21, *Tyen*, for Bangkok.

21, *E. M. Young*, for Saigon.

21, *Amoy*, for Canton.

CLEARED.
Chinkiang, for Shanghai.

Cap Horn, for Whampoa.

Emeralda, for Amoy.

Rubin, for Whampoa.

Montgomeryshire, for Foochow.

Lord MacDuff, for Guam.

Van Vombos, for Taiwanfo.

Wm. Manson, for Foochow.

PASSENGERS.
ARRIVED.

Per *Amoy*, from Shanghai, 1 Cabin and 41 Chinese.

Per *American Lloyd's*, from Dunedin, 13 Chinese.

Per *Pernambuco*, from Saigon, 12 Chinese.

Per *Madagascar*, from Saigon, 4 Chinese.

Per *Glenfallach*, for Hongkong:—From London, Mr. Freiherr von Rosing; from Singapore, Mr. Sigmund Fyden and 130 Chinese. For Shanghai:—From London, Mr. W. W. Dickinson.

Per *Emeralda*, from Manila, Baron R. von Drasche, Dr. Carl Körbe, Messrs E. Bryater, T. W. H. Tolport, John Kormby, E. P. Casal, F. O. Parker, Mariana Neri, Silvio Rossi, Santa Cecilia, and Miss Cecillia Coppas. 2 Europeans deck and 180 Chinese.

Per *Wahai*, from Haiphong, 20 Chinese, and from Hoihow, 20 Chinese.

Per *Cytherea*, from Saigon, 9 Chinese.

Per *Gordon Castle*, 180 Chinese from the Straits.

DEPARTED.

Per *Yesso*, for Amoy, Mr. F. Cawesjes, and 200 Chinese; for Tamul, Mr. Playfair.

Per *Pardo*, for Saigon, 80 Chinese.

Per *Louisa*, for Haiphong, 11 Chinese.

Per *Norma*, for Swatow, 61 Chinese.

SHIPPING REPORTS.

The British steamer *Amoy* reports: at 8.30 a.m., passed the str. Braemar Castle off Cooch Point; at 9.10 a.m., passed the str. Nippo off Cooch Point; at 11 a.m., passed the str. Fuyew off Tongat Point.

The German barque *Amia* reports: first part of the passage light winds from South, latter part strong Northerly and North-easterly winds with heavy head sea.

The German barque *Vesta* reports: first part of the passage had light winds, from Turnabout strong Northerly winds to port. Passed the German barque *Barbora* from Okubo bound to Newchwang.

The German steamer *Madagascar* reports: light S.W. winds to the Paracels, thence to port strong N.E. winds and heavy head sea.

The British steamer *Glenfallach* reports: in the Mediterranean and Red seas, had fine weather, across the Indian Ocean strong N.W. winds; in the lower part of China sea had light winds and variable, and strong winds latter part.

The British steamer *Emeralda* reports: had light variable winds with heavy swell from the N.E.

SHIPPING REPORTS.

The British steamer *Wahai* reports: fine weather from Haiphong to Hoihow, left H.M.S. *Egeria* there; R.O. *An-lan* accompanied us, bound for Canton. Very bad weather from Hoihow with heavy head sea, ship pitching heavily and shipping much water.

The British ship *John Milton* reports: Light S.E. winds and calms to lat. 18 N. and long. 150 E., where experienced a strong S.W. gale which lasted 18 hours, thence to Balintang Passage had light N.E. winds. After passing Balintang Passage had three days' calms, then strong W.S.W. winds, which veered round to the N.E. and continued to blow fresh until our arrival at 3 p.m. to-day. We were unable to get any observations for several days.

The British steamer *Cytherea* reports: generally fine weather throughout, in the vicinity of the Paracels had thick squally weather. The *Candia* was to leave Saigon for Hongkong the day we left.

The British str. *Gordon Castle* reports: from Singapore experienced light, clear, and pleasant weather until Friday, when had thick weather with heavy northerly swell.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For SWATOW & AMOY.—Per *ESMERALDA*, at 9.30 a.m. To-morrow, the 23rd Inst.

For FOOCOW.—Per *MONTGOMERYSHIRE*, at 11.30 a.m., on Tuesday, the 23rd Inst.

For FOOCOW.—Per *MAQAREGOR*, at 4.30 p.m. To-morrow, the 23rd Inst.

For BANGKOK.—Per *KJOENHAYN*, at 8.30 p.m., on Wednesday, the 24th Inst.

For SAIGON.—Per *JAPA*, at 4.30 p.m. on Wednesday, the 24th Inst., instead of as previously notified.

MAILS BY THE FRENCH PACKET.—The French Contract Packet *AFI* will be despatched on SATURDAY, the 27th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

MAILS BY THE UNITED STATES PACKET.—The United States Mail Packet *OCEANIC* will be despatched on THURSDAY, the 1st June, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Montgomeryshire leaves for Foochow.

Notice of optional cargo per *Gordon Castle* to be given at Noon.

4 p.m.—*Glenfallach* leaves for Shanghai.

Emeralda leaves for Swatow and Amoy on or about this date.

Tenders Close.

Noon.—Tenders received at the Spanish Consulate for the construction of boilers.

4 p.m.—Tenders close for supply of Goods to the Steamer *Madagascar*.

Meetings.

5.30 p.m.—Meeting of the Victoria Recreation Club at Gymnasium.

9 p.m.—Meeting of Zealand Lodge.

Amusements.

9 p.m.—Signora Coppa's Performance at City Hall.

The publication of this issue commenced at 8.25 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, MAY 22, 1876.

ONE important step taken in California in regard to the immigration of the Chinese on which we have not previously commented was the appointment by the Senate of a Committee to sit and take evidence on the subject. It must be admitted, however, that the evidence elicited has not been of a very valuable nature. Among other witnesses examined was ex-Governor Low, who was formerly United States Minister in China. Many residents in this Colony will be surprised and not particularly gratified to learn on the authority of no less a personage than Mr. Low that "not one Chinaman in a thousand who comes to this country (California) but belongs to Hongkong." This is what Mr. Low is reported to have said, but considering the lengthened residence of that gentleman in China, and the excellent position he occupied for gaining information on the subject on which he was speaking, we can only presume that his remarks at the sitting of the Committee have been misreported. Seeing that the native population of Hongkong has never been much over a hundred thousand, and that the Chinese in California number nearly twice that computation, it is obvious that either Mr. Low or the reporter has made a ludicrous blunder. That the chief part of the Chinese who emigrate to California leave this Colony we can readily admit, but of course, they are either brought, or bring themselves here for the purpose. Emigration to California, however, also takes place from Macao, Amoy and other Chinese ports up to Shanghai. Mr. Low further stated that the Six Companies have their agencies in Hongkong, and that all the Chinese went to America under their care. "The Chinese Emigration Agencies or Guilds in Hongkong," he went on to say, "possess almost absolute powers over the members of the Corporation while in China, and when translated to California this power is not diminished, and, in fact, is increased. There is con-

siderably more truth in these remarks than in the previous ones. It would be useless to deny that there are Chinese agencies of some kind in this Colony for promoting trans-Pacific emigration. Those who have much knowledge of the Chinese, at home must be well aware that not one out of twenty who emigrate to California would, unassisted, be able to pay his passage across the Pacific. It is difficult to perceive what the use of opium in China has to do with emigration to California, but Mr. Low, continuing his remarks, gave some statistics to show that the importation of the drug into the Middle Kingdom had increased from 1800 to 1872!

A variety of other witnesses have been examined before the Committee, including several firemen and missionaries, the former giving the characteristic opinion that the city of San Francisco would never be safe from destruction by fire so long as there was a Chinese quarter; and the latter that the Chinese would never become very moral until they have the fear of God before them. If added one of these missionaries, the Chinese followed the teaching of Confucius and their Classics there would not be a more moral people on the face of the earth. If the Chinese would stay away he thought it would be better for them; their contact with the low Americans was very bad for them! This, no doubt, is very flattering to the Californians. One of the chief objections urged in California against the Chinese is the immorality practised amongst them. For instance, at the same sitting of the Committee, a detective deposed that the Chinese Quarter was the most degraded place imaginable, and that "the alleys are inhabited by prostitutes and are the rendezvous of thieves." It appears that the Californians, generally, would have the "Celestials" excluded on account of, *inter alia*, his immorality, while the missionaries would have him excluded on account of his morality, which, he fears, may become contaminated in San Francisco. These little incongruities in the evidence do not conduce much to its value, and, altogether, we fear the labours of the Committee will not be very profitable. In one way, however, and that a rather unexpected one, the Committee will effect some good by their investigations. It has been stated in the course of the examinations that certain persons were heavily bribed to permit gambling in the Chinese quarter, and it is alleged that one individual named Batchelder, received no less than \$500 for this purpose. The evidence, however, on these points has been so very contradictory that it is impossible to say what amount of truth there is in the assertions; still we should think sufficient has come out to put the authorities on the alert and prevent anything of the kind occurring in future.

There is one argument that has been advanced by the Californians against permitting the immigration of the Chinese which has really considerable force. It is that the Chinese exclude foreigners from their country. There is not a town or city in the United States into which the Chinese cannot enter and prosecute any kind of lawful business, but China is comparatively closed to foreign trade. No American can travel through the Middle Kingdom without being in danger of losing his life. This fact is undoubtedly sufficient, in strict justice, to excuse the absolute closing of California to the Chinese, and only the higher feelings resulting from Western enlightenment stand in the way of its being seized as a pretence for getting rid of the obnoxious intruders. Reverse the position, allowing the Chinese to take the place of the Americans and the Americans the place of the Chinese, and there is not the shadow of a doubt that no Californian from China would be permitted to land on the other side of the Pacific, that is, supposing the Chinese had the same power that is vested in the hands of the United States Government for preventing immigration. That this would be so is clearly enough

hull was sold by auction and fetched \$300. The Danish barque *Fyen* met a similar fate and the hull was sold for \$50. Captain Brochwald of the *Travinta*, with his wife and child, the Captain and crew of the *Fyen* and second officer of the *Sudan* were brought to Hongkong in the *Ariadne*. The British barque *Yarra* is dismasted. At Taiwanfoo the disasters reported are—*Gar. barque Wilhelm* and Danish schooner *Auguste Reimers* are total wrecks; British brig *Leonore* is on the shoals, but may possibly be got off, British brig *Marie Helena* and *Elliot* missing, and the British barque *Forget-me-not* has lost anchors, chains and mizen-mast.

The Captain of the *Yarra* refused the offer of Captain Kuhn of the *Ariadne*, to tow him to Hongkong.

Hoihow.

15th April, 1876.

Since our last advice, trade enquiries have been very brisk, and it is pretty certain that had three or four chests of opium been imported, the drug would have found purchasers at the importer's own prices. The large importation of piece goods per *Washi* found a ready sale at six months' credit. Telescopes are in brisk demand, as the entire mercantile and official community is solely occupied in looking for steamers that do not arrive. Even a very superior microscope might have been advantageously disposed of with a warranty that it would enable the purchaser to find out where the long-promised British man-of-war is lying. The weather is getting warm, and there have been heavy falls of rain; quinine is, consequently, in great demand. The *Washi* is just in from Haiphong, and we understand has got a full cargo and several passengers engaged for her at profitable rates; but we regret to hear that she takes away the most enterprising member of the mercantile community, he having declared that the commercial prospects of Hoihow are greatly in excess of his aspirations, and that the field is too promising for him to work single handed. A proposal is on the tapis to give him a public farrow, and an influential Committee has been formed to make fitting arrangements for an imposing ceremony. We believe that the intention is to have a procession of boats, headed by the Consular sloop (*Protem*), from Fort Egmont to the West Pier, at which point leave will be taken of our departing friend with three cheers for his safe and speedy return to his happy home. The proposal for a public banquet in his honor has, we are informed, fallen through, owing to the lamentable paucity of knives and forks, and the difficulty of procuring a sufficient variety of viands and wines for so auspicious an occasion. The lighter "Dispatch," which came down in tow of the *Washi* on the 2nd inst., had to be left behind here on account of her leaky condition. The enterprising pioneer of British commerce immediately took charge of her in the interests of her owners, had her towed in and beached opposite this town. No less than twenty-five men were employed to overhaul her, and after three days' hard work they succeeded in caulking seven feet of one seam. She is now rapidly being got into a fit condition to proceed to her destination, Haiphong.

Latest Telegraphic Despatches announce the death of Queen Anne.

Shipping Arrivals.—May 2, *Washi*, Hunter, Hongkong; May 3, H. I. C. M. S. *Tienpo*, de Longueville, Canton; May 7, H. I. C. M. S. *Anlan*, Godall, Canton; May 16, *Washi*, Hunter, Haiphong.

Departures.—May 4, *Washi*, Hunter, Haiphong; May 8, H. I. C. M. S. *Anlan*, Godall, on a cruise; May 16, H. I. C. M. S. *Tienpo*, on a cruise.

Loading.—For Hongkong, *Washi*. Passengers.—None.

Imports during the month.—Per *Washi* from Hongkong, May 2, 1 parcel handkerchiefs.

Exports during the month.—None.

(N.B.—Particulars of *Washi's* export cargo not yet to hand.)

Police Intelligence.

(Before the Hon. C. May.)
May 22, 1876.

OUTING SHRUBS.

Lai Afun, a coolie, was charged by I. P. O. 655 with cutting shrubs in the New Garden. Defendant stated: I was cutting grass; the constable took the knife from me and cut the shrubs and made me carry them. Fined \$2 or in default 7 days' imprisonment with hard labor, and to be exposed in the stocks at the Bridge for one hour.

UNLAWFUL POSSESSION.

Pang Ahing, a carpenter, was fined five pounds, or in default 3 months' imprisonment with hard labor, for the unlawful possession of two lbs. of old nails and copper.

Chan Chun Choi, a marine hawk, was fined 60 shillings or in default sentenced to one month's imprisonment with hard labor for the unlawful possession of a soap-stone ornament.

BLASTING STONES.

Chan Ashing, master of "Sun Shing Long," stone quarry at Shaukiwan, was summoned by Inspector Youngson for blasting stones in his quarry to the danger of persons passing on the public road. Defendant stated he was not there at the time; his men told him that the red flag was placed on the hill. Fined \$10 or in default 14 days' imprisonment.

DRUNK.

Henry Fitzpatrick and John Bradman, firemen, were charged, 1st with being drunk and damaging a street chair; 2nd with being drunk and refusing to pay chair hire and tearing a police uniform coat. Defendants said they did not know anything of the occurrence. 1st defendant fined \$2 and to pay 30 cents amends for damaging the street chair, or in default 4 days' imprisonment; 2nd defendant fined \$2 and to pay 20 cents amends chair hire and 20 cents amends for damaging police coat uniform or in default 4 days' imprisonment.

ATTEMPT TO MURDER.

Ho Ah—prisoner in Victoria Gaol, was charged with cutting and wounding, with intent to murder, one Badilo Rooba, a prisoner in the Gaol. The prisoner was

a convict under three years' penal servitude, from June 1874. The case was remanded till the 23rd inst.

(Before James Russell, Esq.)
May 22, 1876.

John O'Neil, a seaman of the British ship *Lock Leven Castle*, was charged with stabbing a fellow-seaman on board the ship at Manila. He was forwarded by H. B. M. Consul there to Hongkong for trial, and arrived here by the steamer *Kameralda*. The prisoner was remanded till to-morrow. We learn that the wounded man has since died.

ALLEGED CONSPIRACY TO DEFRAUD.

The charge against Robert Duncan and M. J. Rozario, for conspiracy to defraud the Hongkong and Whampoa Dock Company, was proceeded with before Mr Russell at the Police Court this morning.

Mr Brereton appeared for the prosecution. Mr Kingsmill, instructed by Mr Denny, appeared for the defence of Mr Duncan; and Mr Handley, instructed by Messrs Stephens and Holmes, for Mr Rozario. Mr R. F. Addyman was recalled—(Document marked X was put into his hands) I have seen this document; it was dated 31st March 1875. Yee Hing wrote it.

Mr Brereton: How came you to know it?

A: Because Mr Duncan wanted the money. Yee Hing brought it to me, and I sent it over to Kowloon to get it signed in the ordinary course of business.

Mr Brereton: Do you know to whom that metal belonged?

A: I know it belonged to Mr Duncan. I knew it then; Yee Hing made it out at the suggestion of Mr Duncan.

Mr Kingsmill: How do you know?

The Court: You said Yee Hing made it out at the suggestion of Mr Duncan.

How came you to know that?

A: Because the paper was fetched to me by Yee Hing, when the metal belonged to Mr Duncan.

The Court: Do you know whose writing was that on the bill?

A: Yee Hing's.

The Court: Can you swear to it?

A: I believe it was. It was the same as that on bills Yee Hing usually sent in.

Mr Brereton: How do you know that the metal belonged to Mr Duncan?

A: I bought the metal from Schellhaas & Co. I bought 5,000 sheets. I bought in my own name for Mr Duncan.

The Court: Was it by his directions?

A: Yes, and I paid for it after Mr Duncan lent me money. Mr Duncan gave me a cheque. Over 3,000 sheets were sold to a Captain, and the quantity stated in the bill would make up the balance of the metal bought of Schellhaas & Co. I bought "to arrive," and I took delivery of it on arrival.

The Court: Where did you store it?

A: I stored it over at Kowloon. A man in the Yee Hing shop accompanied me.

The Court: Did you take it over to the Kowloon Docks of your own motion?

A: No, Sir, by order of Mr Duncan.

Magistrate: Did you negotiate the sale to the Captain yourself?

A: I did so by order of Mr Duncan. I sold it to Captain Mallin of the *Atlantic*. Mr Duncan was present at the time of the sale in the office. My name was employed in the sale, because Mr Duncan did not wish his name to appear.

Mr Kingsmill: How do you know that?

A: He told me so.

The Court: What did he say; what were the actual words? When did he tell you so?

A: He said so to me when I went to buy the metal. He said, "I do not want my name to appear."

The Court: Now, he told you to buy in your name, he did not tell you to sell in his name.

Witness: He told me to sell in my name too. When I took the metal to the Docks at Kowloon—I think on the 7th August—I gave it to the charge of Mr Rozario, the 2nd defendant. I told him that it was my metal for the time being, but that it really belonged to Mr Duncan.

The Court: When Mallin bought this metal of you, by what means was he to get this metal from Kowloon?

A: He was to have it from Mr Rozario at Kowloon. I think I wrote a chit to Mr Rozario on the subject. I learnt from Mr Rozario the quantity delivered to Mallin.

The Court: Have you got any memo. of that?

A: Yes, Sir.

The Court: Where is it?

A: I have given it up!

The Court: To whom?

A: To Mr Keewick.

The Magistrate then asked Mr Brereton where that paper was.

Mr Brereton then handed in a file of papers.

Witness: Having got the return of the quantity supplied to Mallin, I made out a bill to him in my own name—as the seller. I made out from the return that there were still 1570 sheets in store in my name after deducting what had been supplied to Mallin.

The Court: What became of the 1570 sheets?

A: They were put into the stock of the Company.

Q: By whose order?

A: I wrote to Mr Rozario, telling him to do so. I got paid from Mallin; the amount was \$4,975.44. I told Yee Hing to make out a bill for 1570 sheets—(bill annexed).

Mr Brereton: Why did you write to Mr Rozario to put the 1570 into the stock?

Witness: Because Mr Duncan asked me for the balance of the money so advanced to me by a cheque, and I did not like to make out a bill against the Company in my own name, and he said, "tell Yee Hing to do it." I told Yee Hing so. I asked Mr Duncan what rate to charge. He said "\$28 per pieul," i.e., a profit of 50 cents a pieul. Yee Hing then made out the bill and brought it to me. This bill was subjected to the same process as the other bills before it was passed. It turned out, however, that the bill did not bear the signature of the Secretary, as in all other cases. It was then paid by a cheque in the name of Yee Hing. It was handed to Yee Hing, who received it. I saw it. I won't be sure that he put the stamp on as well. Yee Hing then handed over the cheque to Mr Duncan, at the same time I think. I saw it. Mr Duncan was present at the time.

Mr Brereton: Now, you acted in this case throughout as an agent of Mr Duncan?

A: Yes, I acted for Mr Duncan.

Q: Did you derive any profit from this transaction?

A: He gave me \$30. Afterwards I handed back the money to him, and he gave me a compendious order on the office comptroller.

The Court: Where is that paper?

Mr Brereton: I don't know; I haven't seen it.

Witness then pointed to a paper dated 12th January 1875.

The Court: That is not an official order?

A: No, Sir, a private order. I never presented the paper for payment.

The Court: Why did you not?

Mr Brereton: What is the course pursued every month in regard to payments for these employees at Kowloon?

A: A cheque was made for each. A list of cheques was made by the chief clerk at Kowloon at the time they were drawn. The cheques and list were then handed over by the chief clerk to the office. He gave them to me; I compared them with the pay-list. The Secretary then signed the cheques and compared them with the abstract which accompanied them. They were then handed to the chief clerk, who took them to the comptroller. The comptroller then paid the men in his room at the office and sometimes they were paid at Messrs. Douglas Lapraik's office.

The comptroller having paid the bills, he handed them back to the chief clerk who kept the cash book. He then handed them to me, and I filed them.

A memo. of orders in favor of sundry payments for January put into witness' hand.

Witness: That is in the hand-writing of Mr Rozario. It was handed to me with the cheques, in the usual course. Item No. 1 was a payment to Asing. The comptroller order signed me (marked G and dated 27th February) is the one referred to in schedule under the name of Asing, No. 1 carpenter. Document now shown me is similar to Z. It is a list of cheques. There is a payment there to Asing of \$6504.96. The order marked Aa. is the comptroller's order in reference to it.

By Mr Kingsmill:—The metal sold to Mallin was in the store at Kowloon.

Mr Kingsmill: Where was the ship?

A: It was then in the Kowloon Docks.

Q: Would you swear that there were 1570 sheets in store?

A: I saw the whole 50 cases taken, and there must have been that quantity left. There was put into the stock and used.

Q: Now, you spoke of having handed some papers to Mr Keewick. When?

A: I think it must have been either in January or February of this year?

Q: Had you those papers in the office all the time?

A: Yes.

Q: Did you put them in the pigeon-holes among the records of the office, or put them in your private pigeon-hole?

A: I kept them for a while among the office papers, and then I took them away and put them away in my private pigeon-hole. (Witness here altered his statement, and said that the papers were not kept among office papers, but had been put away privately.)

Q: How did Mr Duncan pay the \$30?

A: In notes.

Q: You said you returned him the money. Did you hand him back the notes?

A: I put all the money I got from him on his desk? I got the \$30 after I got payment for the metal. I returned the \$30 to him in the afternoon of the same day.

Q: How long was it after you got payment for the metal that Mr Duncan gave you the \$30?

A: The same afternoon.

Q: How long did you have the money in your possession that you received for the metal?

A: I forgot how long, but I did not have it for a day.

Q: How long had you the \$30 in your possession?

A: Not very long.

Q: Well, how long?

A: Perhaps half-an-hour.

Q: When did you first know that this invoice of metal had arrived?

A: When Mr Duncan told me so.

Q: Who were the shippers?

A: I don't know; it came through Schellhaas & Co. Witness voluntarily—The whole thing was suggested to me by Mr Duncan. I should never have thought of buying the metal.

The Court: You have told us that Mr Handley asked no question.

Re-examined by Mr Brereton:—I could not say for certain that the balance was put into the stock of the Company, but I honestly believe that it had been passed to the Company. In a few months after, the Company was short of metal and had to buy metal.

The Court: You had to buy metal a few months afterwards; did you have metal of the same sort?

A: No, Sir.

Q: Why did you accept the \$30 at all?

A: Because he wished me to take it. Mr Rozario always brought over the pay-sheets and comptroller's orders to the head office and handed them to me. After examination, I handed the lists, cheques and pay-sheets to the Secretary for examination. He examined the cheques and schedules and ticked them off. Exhibits marked Z and Aa. were examined and checked by Mr Duncan. I had handed him the pay-sheets for signature before this. The accounts were sent in sometimes soon and sometimes late; everything was very irregular. The Secretary sometimes signed before the Directors and sometimes the Directors signed before the Secretary.

The Court: How came this to be?

A: Because sometimes the Directors came to the office purposely to sign the accounts.

The Court: And the Directors then signed before the Secretary had seen them?

A: Yes, Sir. (A document here put into witness' hand). The one marked D was the pay-list for January; it was signed by two Directors.

The Court: Now do you know whether the Directors signed that first or the Secretary?

A: I cannot say positively. The red ink word "Secretary" was mine. I always write that as soon as I have satisfied myself that the account is correct. It is so when where the Secretary is to sign. It is written in before the account is submitted to the Secretary or Directors. As a rule the Secretary ought to have signed before the Directors.

Mr Russell: Can you call to mind any exception to this rule?

A: Yes, once when Mr Duncan was ill. The Directors then took my signature.

Q: What do you mean by their taking your signature?

A: That is, they signed after I had signed. I know that Mr Duncan had put his name to pay-sheets before Mr Duncan signed. He used then to order me to get the Secretary to sign.

Q: Did any other director except Mr Duncan do that?

A: I don't remember. I sometimes had to take the pay-sheets to the directors to sign at their own office.

Q: Then two directors did not come to the office together to scrutinize the accounts?

A: No, Sir.

Q: Did you never get any other director to sign without having previously obtained the signature of Mr Duncan?

A: I don't think I ever did, and the reason is Mr Duncan was always in a hurry. Mr Duncan was once vice-chairman. It does not necessarily stand that because a signature of a director appeared first that he signed first. There is no rule about the order of the signatures. That pay list for April 1875 was signed previously I think, by the Secretary before the directors.

The Court: Why did you take a man of the Yee Hing shop with you?

A: Because Mr Duncan told me it would be better.

Chin a Hop was next called:—I am employed in my brother's shop, the Yee Hing; I have been so employed for the last 8 or 9 years. I know the bill marked X. One day I went to the Dock Company's office, and Mr Addyman told me to make out a bill. He had a piece of paper and told me to copy from that, so I took the paper to my shop and made out this bill. Mr Duncan and a friend of his were in the office. Having made out the bill, I took it to Mr Addyman; I don't remember what other persons were present then. The Yee Hing shop never sold that metal. Mr Addyman had not asked me to fill up bills of that kind before nor after, but Mr Duncan had both before and after the occasion in question.

The witness was not cross-examined.

The Court was then adjourned for a short time.

When the Court resumed, Ng Apul, comptroller to the Dock Company, was recalled:—I paid the wages for the men of the *Washi* for January 1875. I entered the payments made in a book at the time the money was paid. I paid out \$7,170.96 in all on the 4th March 1875. I paid this sum as wages to the men. I paid Asing, some clerks and others. I think I paid over \$9000 to Asing out of the total sum of \$7,170. I paid him in notes and in dollars. Mr Rozario was present when I paid Asing.

Mr Brereton: Did you make any payment to Mr Rozario?

Mr Handley objected.

Mr Brereton said the witness had said that he paid him wages.

Mr Handley: I don't object then.

Mr Brereton: Now, can you tell what Asing did with the money he received from you?

A: He went out with it and paid some people.

Q: Did you actually see Asing pay the money?

A: Yes, I did.

Q: Who were those that he paid?

A: I don't know, but I saw a lot of men following him. I did not see him do anything with the money before he left the office. I made some payments for April 1875. I paid \$11,236.50 that was on account of Kowloon for that month. I paid out of this sum to Asing over \$8000. Mr Rozario was present when Asing was paid. I did not notice what he did with the money. He left the office after receiving the money.

By Mr Handley:—When I said about Mr Rozario's receiving some money, it was his own wages, and money he received for others.

Mr A. E. Cope, an assistant in the Hongkong and Shanghai Bank, was called:—I am an assistant accountant in the Hongkong Office. I recognise the cheque marked S. It was from the Dock Company, and dated 17th December 1875. It was signed by two directors and the Secretary. The cheque was paid by transferring its amount to the current account of another constituent of that Bank. I can tell this on the face of the cheque, which was made out to Asing or bearer. It was endorsed by Mr Duncan. It was transferred to the credit of Perkins and Son.

Mr Brereton: Do you know Perkins and Son have any attorney in the Colony?

A: Mr Duncan is their attorney.

A cheque was put into witness' hand. Mr Kingsmill objected to the witness being examined on it, as it had not been identified by any one.

Chin Pui Wing, master of the Yee Hing ship, was recalled to settle the point.

Cheque put into his hand:—I have seen it before. It had some of my writing on it. This cheque was given me by Mr Addyman. I paid Mr E. Walker this cheque; I gave it to his comptroller, Young Shu Po. I saw Mr Walker some money for goods I bought of him.

The Court: What did Mr Addyman give you the cheque for?

Mr Kingsmill objected on the ground that it had nothing to do with Mr Duncan.

The Magistrate said it might have a great deal to do with Mr Duncan, and he would not the objection.

A: Mr Addyman told me to receive the money for Mr Duncan.

The Magistrate: Was that cheque given you for any goods you supplied to Addyman?

A: No, I did not supply him with any goods.

Mr Brereton: Having got the cheque from Mr Addyman with certain directions, why did you pay it over to E. Walker?

The Magistrate said he had that answer before. He paid it because he owed Mr E. Walker some money.

Mr Brereton: Why did you not carry out the directions Mr Addyman gave you?

Mr Kingsmill objected.

Witness: Five or six days after I received the cheque, Mr Duncan came to my shop and I paid him in bank-notes.

Ng Sang, comptroller to Messrs Douglas Lapraik & Co., was called: I know the Dock Company's Comptroller. I have been present when he paid money to people. He frequently paid money in our office, and made monthly payments. The money from which these payments were made was kept in our treasury because the Dock Comptroller had no room in the Dock Office to keep it. The payments passed through my hands, and the Dock Comptroller was alongside of me.

The Court was then adjourned till

Thursday, the 25th, at 10.30 a.m.

Mr Russell observed that he had gone very carefully into the case, and had come to the conclusion, that having regard to its magnitude, he did not think he could extend Mr Duncan's bail—certain things having developed themselves to-day which had not developed before. A Magistrate had power to refuse bail in any case, and the reason he allowed Mr Duncan bail in the first instance was because he (Mr D.) had appeared on a summons. He then read from a law-book on the subject of

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUERZ,
ISMALIA, PORT SAID, NAPLES,
AND MARSEILLES;
Also,
PONDICHERRY, MADRAS AND
CALCUTTA.

ON SATURDAY, the 27th May, 1876, at Noon, the Company's S. S. "AFRICA," Commandant FLEURY, with MAILS, PASSENGERS, SPOILS, and CARGO, will leave this Port for the above places.
Cargo and Spoils will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th May, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
(Contents and value of Packages are required.)
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 20, 1876. my27

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE CENTRAL

and
UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.
Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of 31st Instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
For further information as to Freight or Passage, apply to the Agency of the Company, Fray's West.

G. B. EMORY, Agent.
Hongkong, May 1, 1876. je1

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CHINA" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 16th June, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Fray's West.

G. B. EMORY, Agent.
Hongkong, May 15, 1876. je1

To Let.

TO LET.

With Immediate Possession.

THE Dwelling House No. 4, Alexandra Terrace.
The Store and Dwelling House, No. 31, Queen's Road, lately in the occupation of Miss GABAZZ.

The Store and Premises, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs DUNSTON & Co.
The Dwelling House and Office, No. 1, Wyndham Street.

(Also with occupation from 1st May next.)
The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr. BROWN.

The Dwelling House No. 2, Gough Street, occupation from 1st June.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 18, 1876.

TO RENT—CHEAP.

OFFICES and Godown, No. 59, Praya, lately occupied by Messrs TAYLOR & THOMPSON. Also OFFICE and Godown situated in the rear of the Messageries Maritimes Office.

Apply to
LAI HING & Co.
Hongkong, March 30, 1876.

TO LET.

HOUSE No. 5, Zealand Street.
House No. 9, Seymour Terrace.
DAVID BASSON, ROSS & Co.
Hongkong, May 10, 1876.

Insurance.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAIPEI.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders annually, in cash, ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co.,
Agents.
Hongkong, July 9, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, terms of proposals or any other information, apply to
ARNHOLD KARBBERG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Corporation are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of
His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co.,
Agents.
Hongkong, June 2, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to this extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 8, 1871.

Insurance.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £100,000.

THE Undersigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.
Hongkong, September 6, 1875. jyl

THE SCOTISH IMPERIAL INSURANCE CO.

THE Undersigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of \$10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1808.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

Intimations.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

Note.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

WANTED.

A GOOD BOILERMAKER or FOURTH ENGINEER for the Str. Macgregor.

Apply, with testimonials, to the Chief Engineer on Board.

Hongkong, May 16, 1876.

Now Ready.

THE CHINA REVIEW,

Vol. IV, No. 5.

Annual Subscription, postage included, \$6.50.

Essays on the Chinese Language, (Continued from page 212.)

The Folklore of China, (Continued from page 127.)

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